

These comments are in response to the Draft EIR report for Long Beach Airport Terminal Area Improvement Project. I will preface them with the following personal information:

I live in the flight path of departing commercial aircraft.
I purchased my home in 2000, before so many of the commercial slots were filled.
I am not a frequent flyer or traveler.
I attended the last public meeting on the DEIR, though I did not choose to speak there.

After reviewing the draft EIR, I have concluded that the only proposal I can support is Alternative C: No Project.

Although I think it is necessary to improve passenger and baggage security and I support the electrical upgrades listed on page 15 of Table 2 (Summary of Impacts and Mitigation Measures), no proposal under consideration is limited to those improvements. Consequently I do not support Alternative A or B.

At the public forum I attended, I heard from residents who actually patronize the airport far more than I. All of them were satisfied, as customers, with the existing facilities except for those pertaining to security screening. Therefore I feel that the proposed new holding rooms and parking structure and many other items in the Draft EIR are a bit like the pork that gets rolled into the federal budget. Worse yet, I feel that such facilities would risk making the airport a target for expansion in terms of the number of flights.

I hear frequently that the proposed project would have no direct impact on the noise ordinance. First of all, I have been keeping logs in the past few months and I can assure those interested that the noise ordinance is frequently and regularly violated as things stand now. Military aircraft regularly exceed the decibel level that human ears can tolerate. Commercial and general aviation flights violate the curfew on a regular basis. If 11 more commercial flights and 25 commuter flights are added, I don't think I will be able to tolerate living here any longer. As many of my neighbors pointed out in the forum I attended, there is a cumulative effect to all of this noise and pollution.

Let me add here that I looked at the economic impact report for the airport that was posted on the WEB. I suspect that the report's statement of the scope of the impact on surrounding commercial establishments is highly exaggerated. Certainly those businesses that deal directly with the airlines and the airlines themselves contribute revenue. However, I question the claim that a car repair shop's revenue increases because of proximity to the airport. I think just as sound a case could be made for a LOSS of revenue for certain types of businesses in close proximity to the airport. Why didn't anybody study that? One could argue that Atlantic Avenue in Bixby Knolls would be the perfect venue for a trendy mall with outdoor cafes: except, of course, for that fact

that patrons could not have a conversation in them because of the roar of airplanes. My point is that speculation about sources of revenue is just that. Citizens need hard numbers to make decisions.

As was pointed out in the meeting I attended, the station that monitors air quality for the area surrounding the airport is far away from the airport itself and not directly in many (if any) of the flight paths. Therefore I don't believe the DEIR is extensive enough with regard to air quality. We don't even have an accurate picture of what the situation is now. Consequently, we can't assess the added pollution that would result from the 11 more commercial flights and 25 more commuter flights that might want to take advantage of the improved terminal, if it's built.

Finally, I would like to go on record as saying that I don't think one nickel of city money should be spent on terminal improvements, with the possible exception of helping with the electrical upgrades which might result in energy use reduction as well as reduced air pollution. There was a young employee of Jet Blue at the public meeting I attended. She stated that some of the staff facilities at the present airport are unsafe for employees. She did not elaborate on their nature. With all due respect, I spent a number of years educating the youth of Long Beach. I worked in crumbling facilities with large cockroaches and even a black widow spider. Though I don't wish poor working conditions on anyone, I think the city needs to consider its priorities. I've tried to go to the library twice recently, and it has been closed. I have been reduced to checking books out on my sister's Orange County card. I believe that if we give the airlines the green light on this project, we are sending them the message that commercial interests are far more important to Long Beach as a city than the quality of life of the people who live here. I am perfectly happy with a funky-looking airport (or, better yet, none), but I'd like to be able to go to the library during normal business hours.

Sincerely,

A handwritten signature in cursive script that reads "Sandra Thompson". The ink is dark and the signature is fluid, with a long, sweeping underline.

Sandra Thompson